

Page 1  
Changed chart(s) since Disc 23-2009  
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.  
ACT    PROCEDURE IDENT                    INDEX    REV DATE            EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs  
No Chart NOTAMs for Airport UNEE

General Info

Kemerovo, RUS  
N 55° 16.2' E 86° 06.5' Mag Var: 8.4°E  
Elevation: 873'

Public, IFR, Control Tower, Customs, Landing Fee  
Fuel: Jet A-1  
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 05-23 10499' x 197' concrete

Runway 05 (46.0°M) TDZE 832'  
Lights: Edge, ALS  
Runway 23 (226.0°M) TDZE 844'  
Lights: Edge, ALS

Communications Info

Kemerovo Start Tower **124.0**  
Kemerovo Start Tower **118.3**  
Kemerovo Approach Control **128.5**  
Kemerovo Approach Control **125.5**

Notebook Info

KEMEROVO, RUSSIA

9 OCT 09 (10-2) Eff 22 Oct

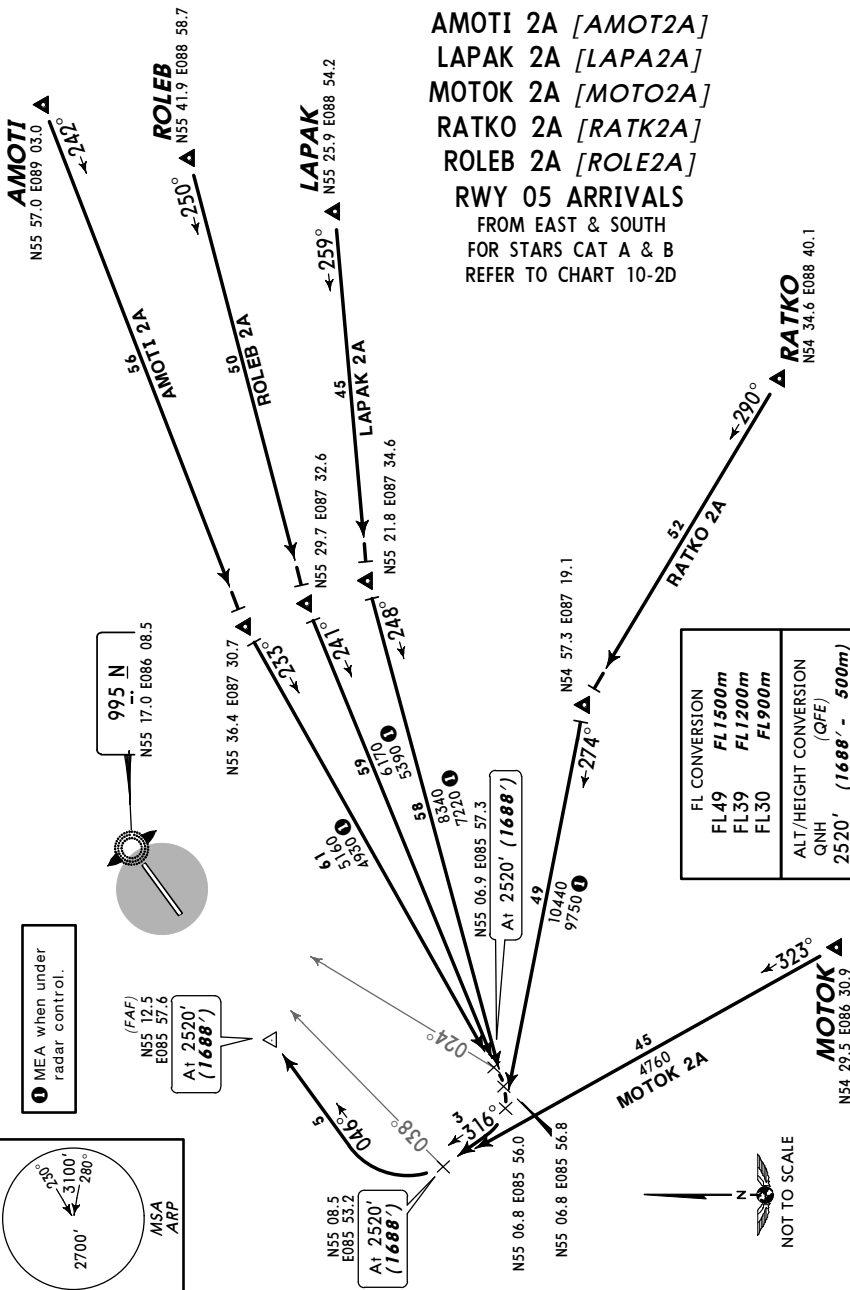
**STAR**

KEMEROVO, RUSSIA

9 OCT 09 (10-2A) Eff 22 Oct

STA

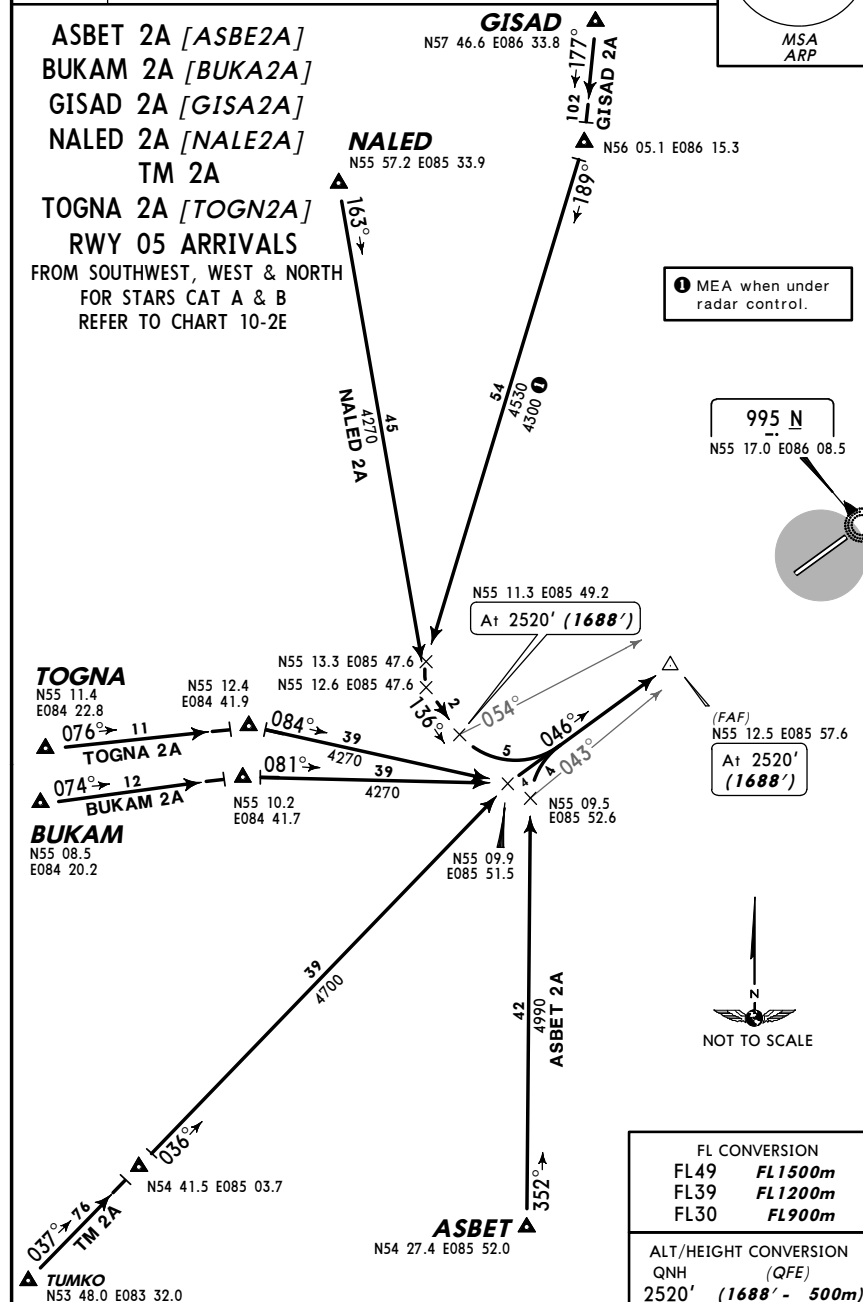
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
 Trans level: FL30  
 FL39 if pressure is 759mm (1011.9 hPa) or less  
 or more than 733mm (977.3 hPa)  
 FL49 if pressure is 732mm (975.9 hPa) or less  
 Trans alt: 2520' **(1688')**



**CHANGES:** None.

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Alt Set: MM (hPa on request) QNH on request **(QFE)**  
 Trans level: FL30  
 FL39 if pressure is 759mm (1011.9 hPa) or less and  
 equal or more than 733mm (977.3 hPa)  
 FL49 if pressure is 732mm (975.9 hPa) or less  
 Trans alt: 2520' **(1688')**



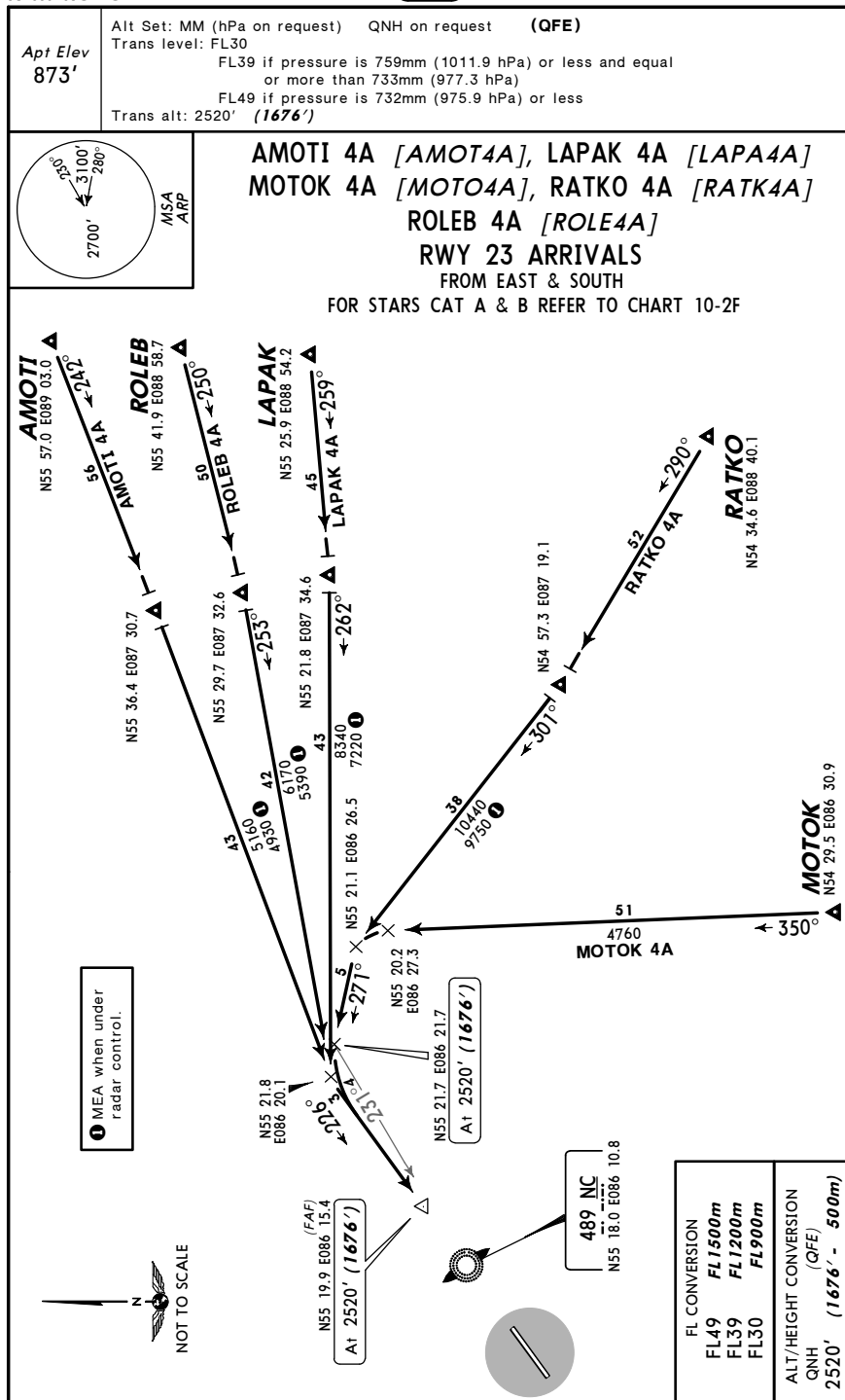
CHANGES: STAR ASBET 2A established: STAR UNTT 2A replaced by NALED 2A

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10-2B Eff 22 Oct

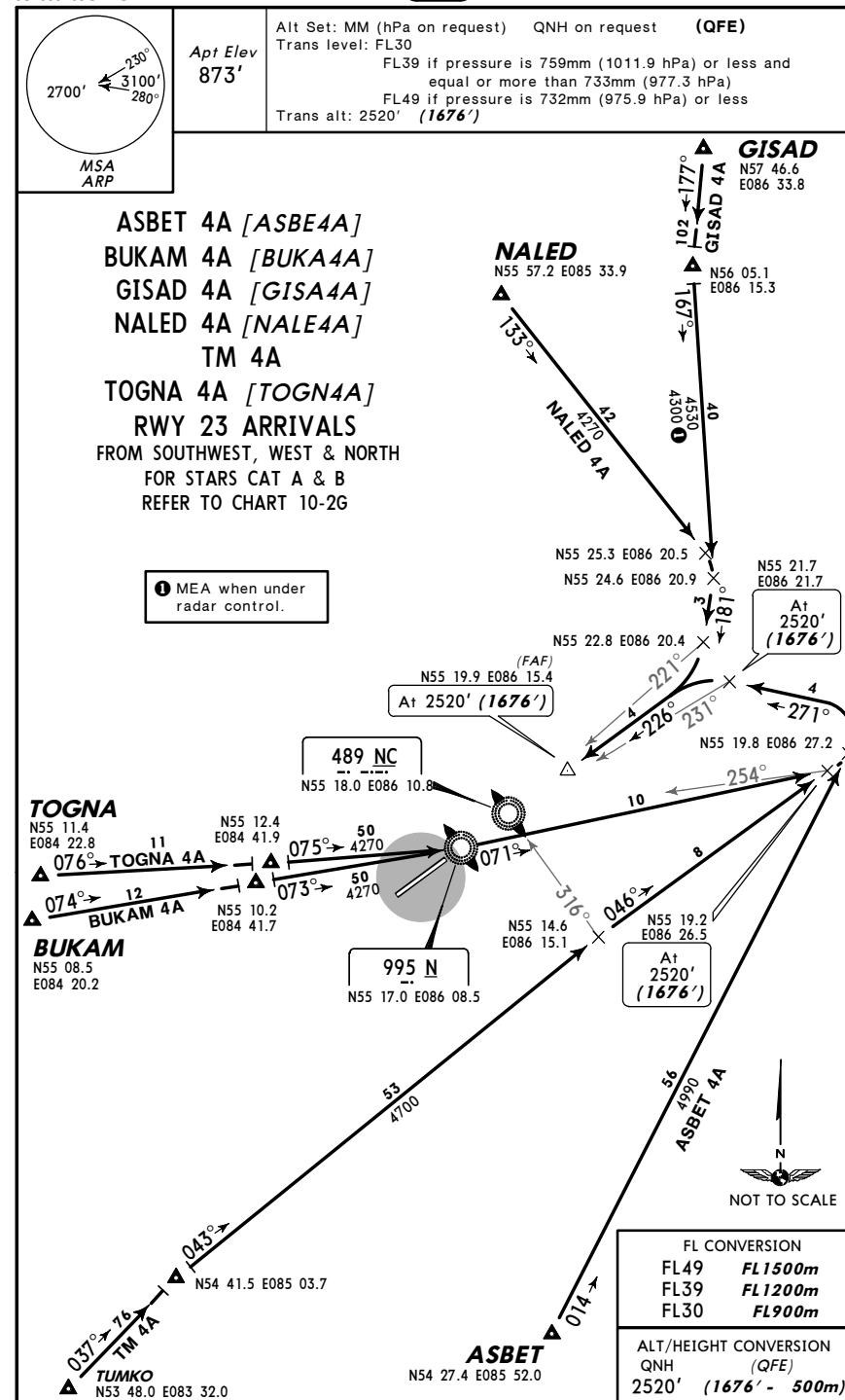
KEMEROVO, RUSSIA  
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UNEE/KEJ  
KEMEROVO

JEPPesen  
10-2C Eff 22 Oct

KEMEROVO, RUSSIA  
STAR



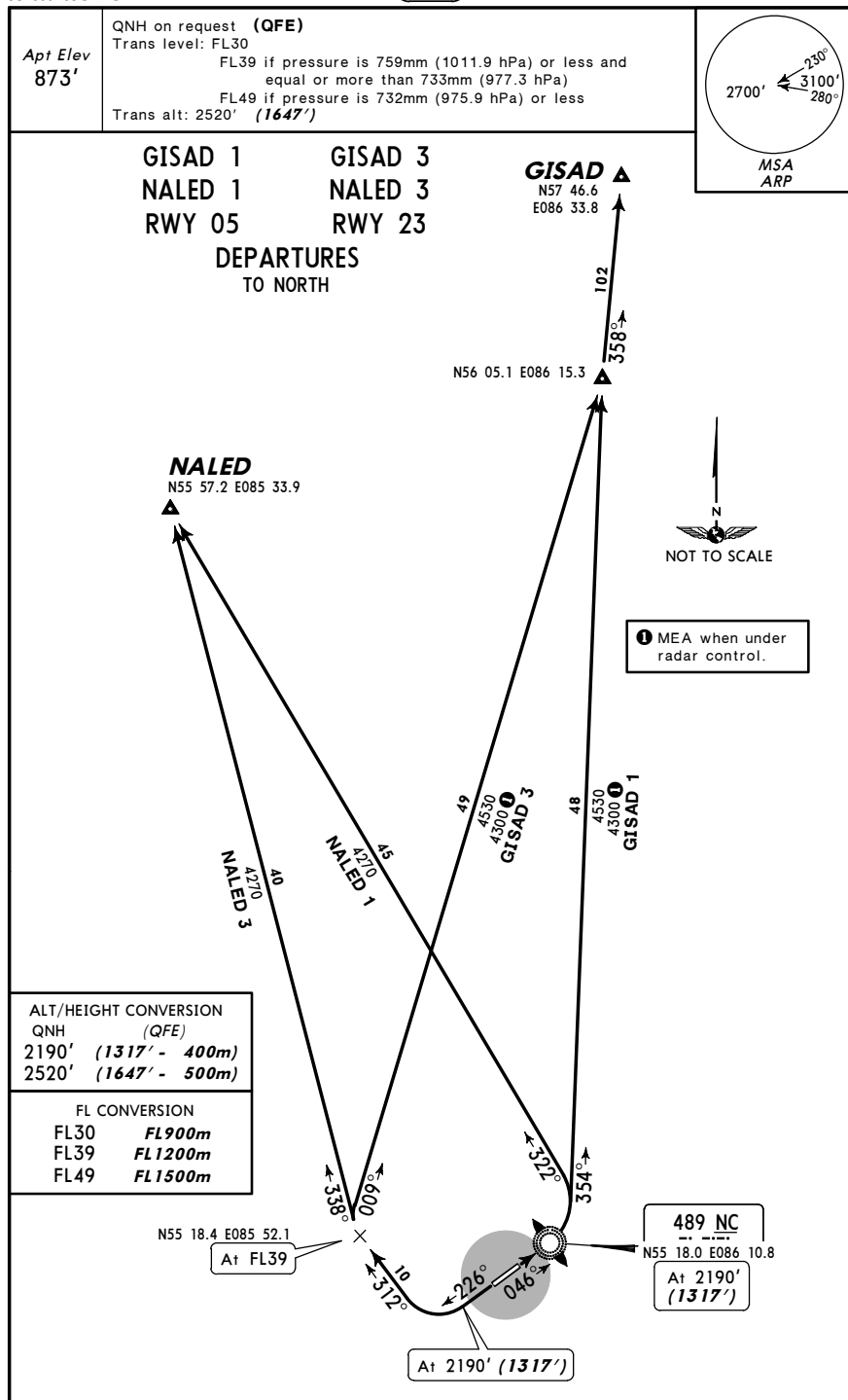




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9 OCT 09 (10-3) Eff 22 Oct

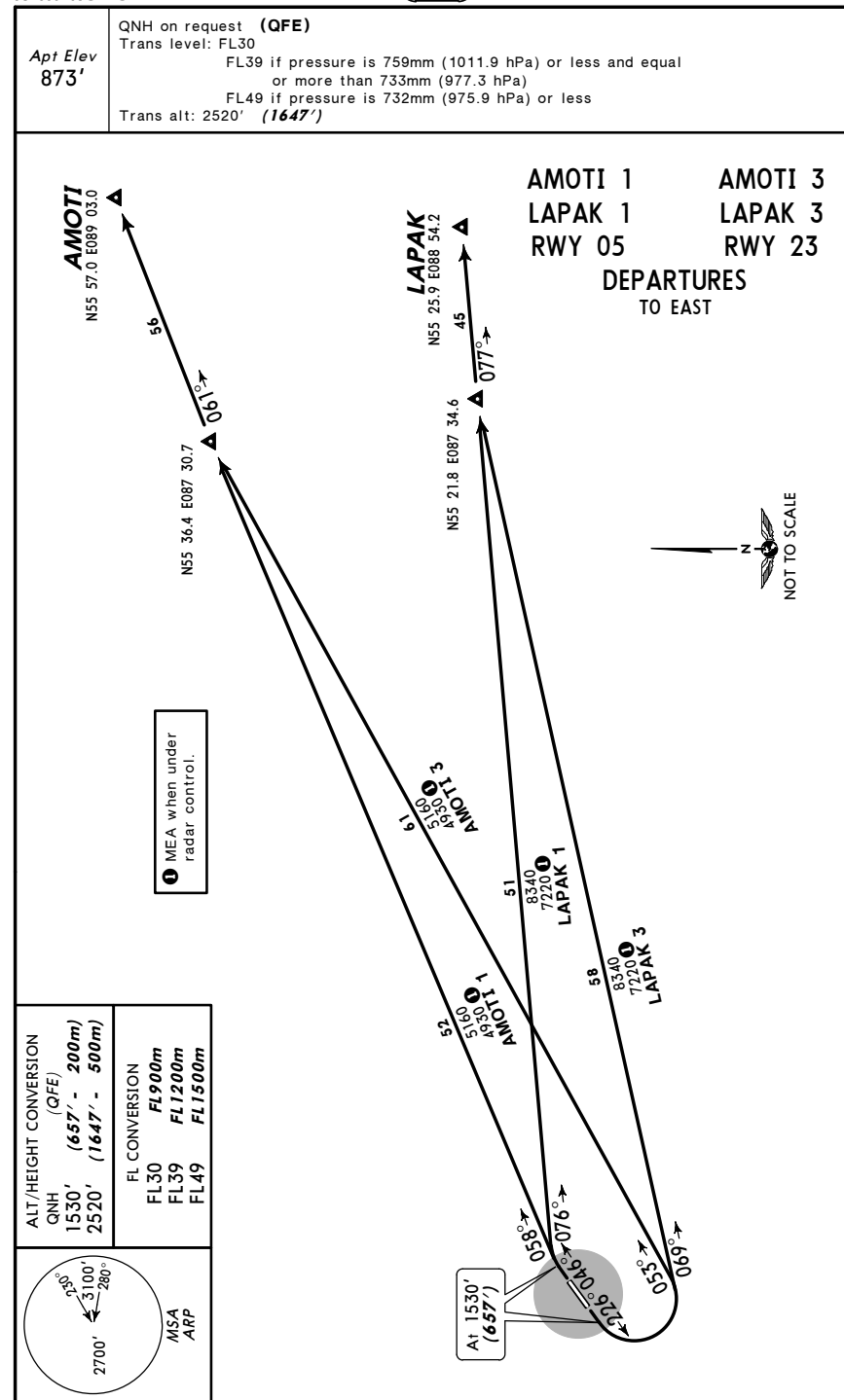
KEMEROVO, RUSSIA  
SID



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KEMEROVO

JEPPesen  
9 OCT 09 (10-3A) Eff 22 Oct

KEMEROVO, RUSSIA  
SID



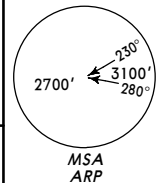
UNEE/KEJ  
KEMEROVO

**JEPPESSEN**  
9 OCT 09 (10-3B) Ef

KEMEROVO, RUSSIA

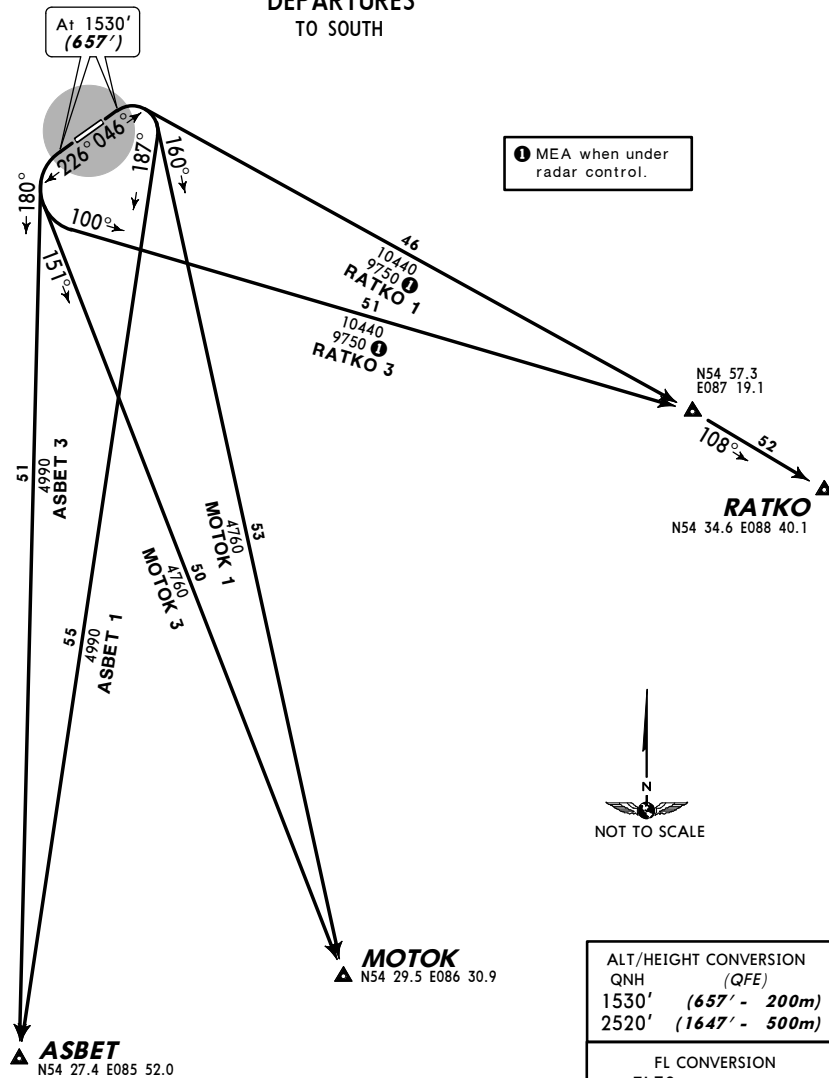
SID

Apt Elev 873'	QNH on request <b>(QFE)</b>
	Trans level: FL30
	FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
	FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520' <b>(1647')</b>



ASBET 1	ASBET 3
MOTOK 1	MOTOK 3
RATKO 1	RATKO 3
RWY 05	RWY 23

## DEPARTURES TO SOUTH



① MEA when under radar control.



ALT/HEIGHT CONVERSION	
QNH	( <i>QFE</i> )
1530'	( <i>657' - 200m</i> )
2520'	( <i>1647' - 500m</i> )

---

FL CONVERSION	
FL30	<i>FL900m</i>
FL39	<i>FL1200m</i>
FL49	<i>FL1500m</i>

**CHANGES:** ASBET SIDs established.

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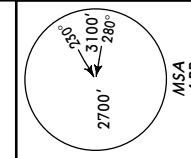
UNEE/KEJ  
KEMEROVO

**JEPPESEN**  
9 OCT 09 (10-3C) E

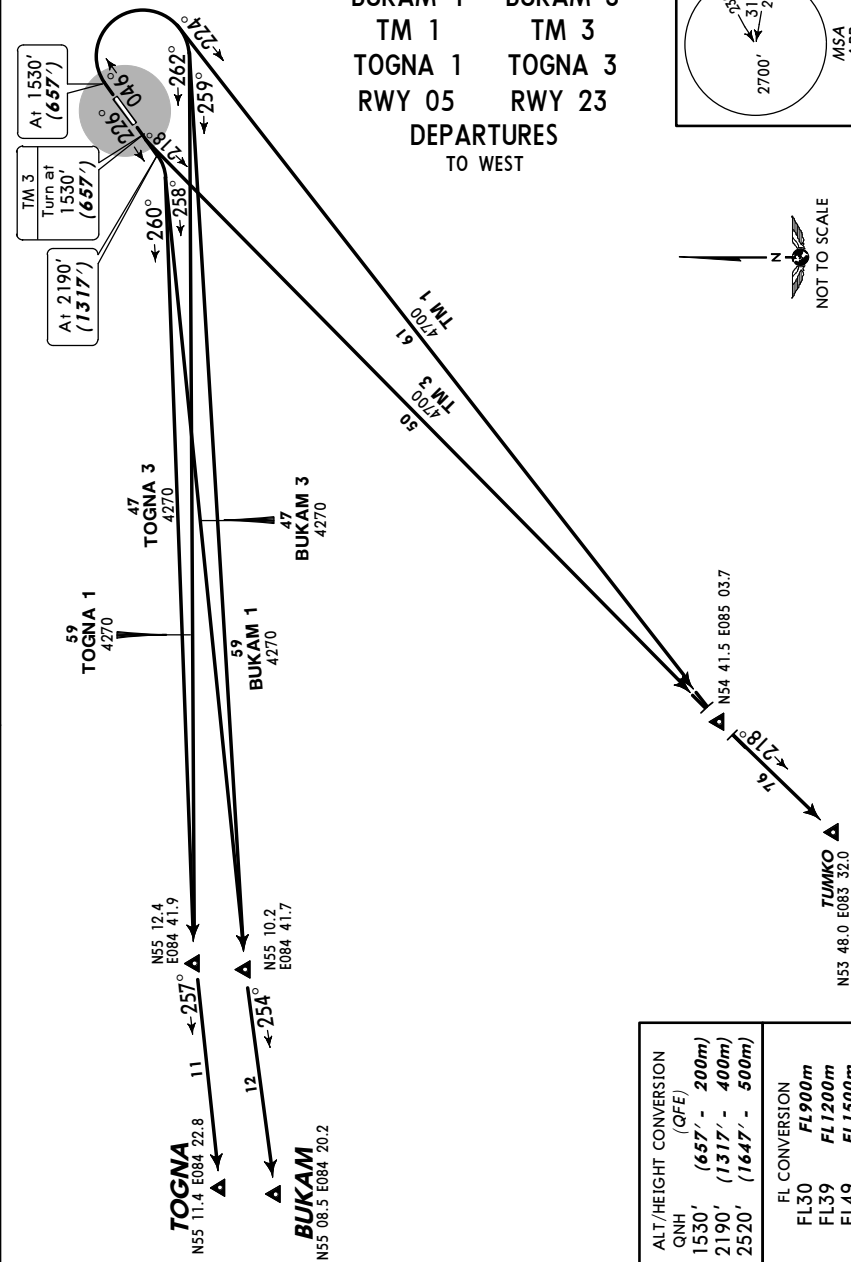
KEMEROVO, RUSSIA

SIN

<i>Apt Elev</i> <b>873'</b>	QNH on request <b>(QFE)</b>
	Trans level: FL30
	FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
	FL49 if pressure is 732mm (975.9 hPa) or less
	Trans alt: 2520' <b>(1647')</b>



BUKAM 1	BUKAM 3
TM 1	TM 3
TOGNA 1	TOGNA 3
RWY 05	RWY 23

DEPARTURES  
TO WEST

NOT TO SCALE

ALT/HEIGHT CONVERSION QNH (QFE)	FL CONVERSION
1530' (657' - 200m)	FL30 FL900m
2190' (1317' - 400m)	FL39 FL1200m
2520' (1647' - 500m)	FL49 FL1500m

**CHANGES:** None.

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20 FEB 04 **JEPPESEN** 10-4

KEMEROVO, RUSSIA

## NOISE ABATEMENT

## GENERAL

Noise abatement procedures shall be carried out by crews of all aircraft. It shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

## ARRIVALS

In case of complicated meteorological conditions the pilot-in-command may deviate from noise abatement procedures during approach phase if he considers it necessary for safety reasons.

Preferential runway is runway 05, especially at night.

During approaches to both runways, joining circle maneuvers shall be carried out strictly according to the pattern.

## DEPARTURES

Take-off of IL-76 and IL-76T is limited at night.

Nominal regime of noiseless take-off procedure according to the Airplane Flight Manual shall be established at 2180' (1317'-400m) for IL-86 and IL-96 aircraft and at 2510' (1647'-500m) for other aircraft.

Initial turn shall be carried out at a height not less than 2180' (1317'-400m) on take-off heading 226° and departing to Matveyevsky, Tolmachevo, Novotryshkino, Kozhevnikovo, Tomsk and Maksimkin Yar. On take-off heading 046 ° departing to Kozhevnikovo, Tomsk and Maksimkin Yar.

On take-off heading 046° the maneuver for joint Kozhevnikovo and Tomsk shall be carried out at a distance of not less than 8.6 NM from the take-off roll.

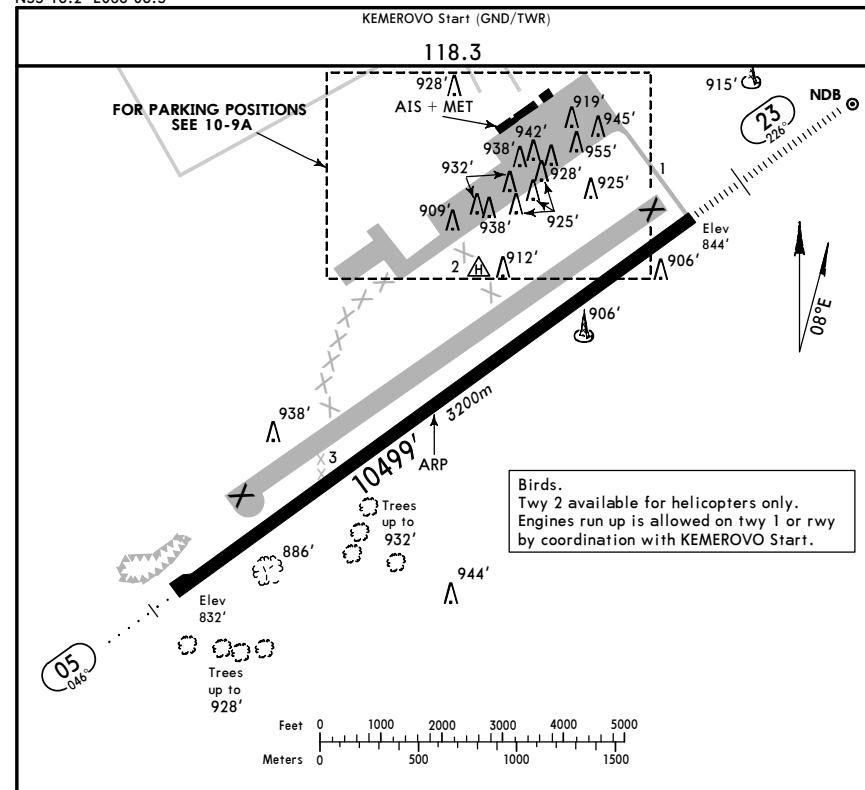
## RUN-UP TESTS

Run-ups shall be carried during daylight only.

**UNEE/KEJ**  
Apt Elev **873'**

**JEPPESEN**  
11 JAN 08 (10-9) Eff 17 Jan

KEMEROVO, RUSSIA  
KEMEROVO



### ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND ———— Threshold      Glide Slope	TAKE-OFF	WIDTH
05①	HIRL ( <i>60m</i> ) ALS PAPI-L (angle 2.75°) RVR				10171'②	197'
23	HIRL ( <i>60m</i> ) HIALS PAPI-L (angle 2.75°) RVR			9515' 2900 <i>m</i>	3100 <i>m</i>	60 <i>m</i>

**CAUTION:** Wavy surface not exceeding admissible values located between 1640'/500m to 3937'/1200m from threshold rwy 23 towards threshold rwy 05. Aft buffeting is possible during landing run.

② First 328'/100m unusable for take-off.

### TAKE-OFF

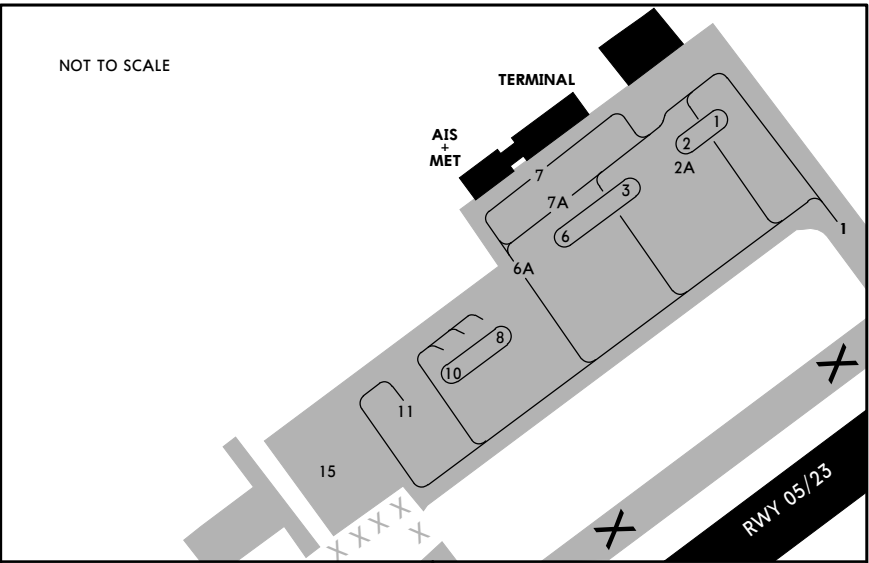
AIR CARRIER (JAA)

All Rwys

**LVP must be in force**  
RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

A		
B	250m	400m
C		
D	300m	



INS COORDINATES			Stand 15 is available for helicopters. Taxiing of acft CAT B, C and D into stand 10 and 11 shall be carry out by towing.
STAND No.	COORDINATES		
1	N55 16.9	E086 07.3	
2	N55 16.9	E086 07.2	
3	N55 16.8	E086 07.2	
4 thru 6	N55 16.8	E086 07.1	

STRAIGHT-IN RWY		A	B	C	D
05	NDB	1680'(848')	1680'(848')	1680'(848')	1680'(848')
		C3800m	C3800m	C4000m	C4000m
	ALS out	C4000m	C4000m	C4200m	C4200m
23	ILS	1044'(200')	1044'(200')	1044'(200')	1044'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
2 NDB or NC LOM		1200'(356')	1200'(356')	1200'(356')	1200'(356')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	N LMM	1450'(606')	1450'(606')	1450'(606')	1450'(606')
		C2300m	C2300m	C2500m	C2500m
	ALS out	C3000m	C3000m	C3200m	C3200m

Continuous Descent Final Approach

TAKE-OFF RWY 05, 23		
LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	NIL (DAY only)

UNEE/KEJ



JAA MINIMUMS

KEMEROVO, RUSSIA  
KEMEROVO

STRAIGHT-IN RWY		A	B	C	D
05	NDB	1680' (848') R1500m	1680' (848') R1500m	1680' (848') R2000m	1680' (848') R2000m
23	ILS	1044' (200') R550m R1000m	1044' (200') R550m R1000m	1044' (200') R550m R1000m	1044' (200') R2000m R1000m
	ALS out				
	LOC	NOT AUTHORIZED			
2 NDB or NC LOM		1200' (356') R900m R1500m	1200' (356') R1000m R1500m	1200' (356') R1000m R1800m	1200' (356') R1400m R2000m
	ALS out				
N LMM		1450' (606') R1000m R1500m	1450' (606') R1200m R1500m	1450' (606') R1200m R2000m	1450' (606') R1600m R2000m
	ALS out				

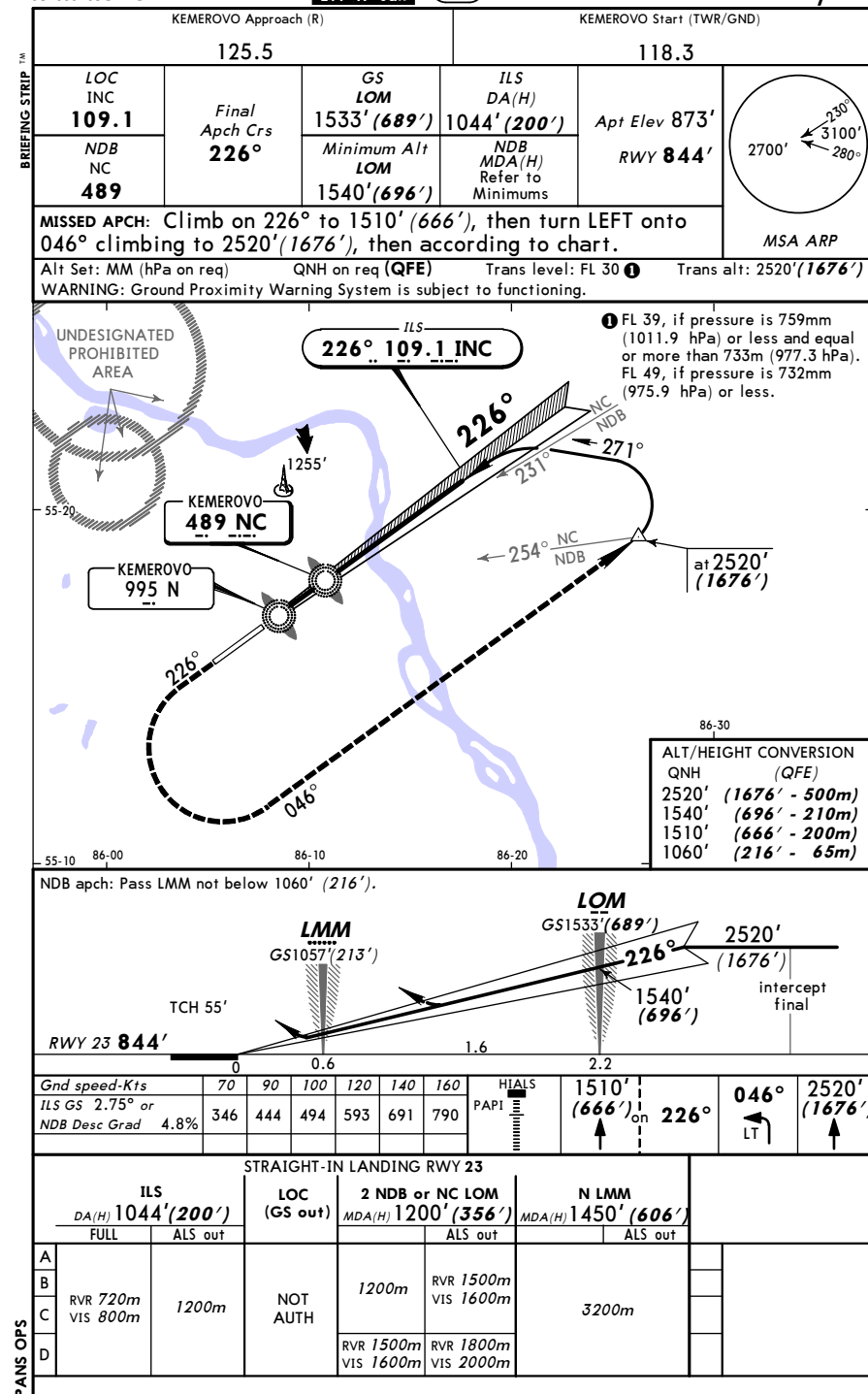
TAKE-OFF RWY 05, 23

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

UNEE/KEJ  
KEMEROVO



KEMEROVO, RUSSIA  
ILS or 2 NDB Rwy 23

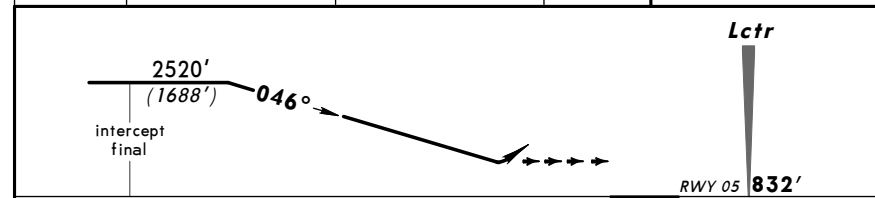
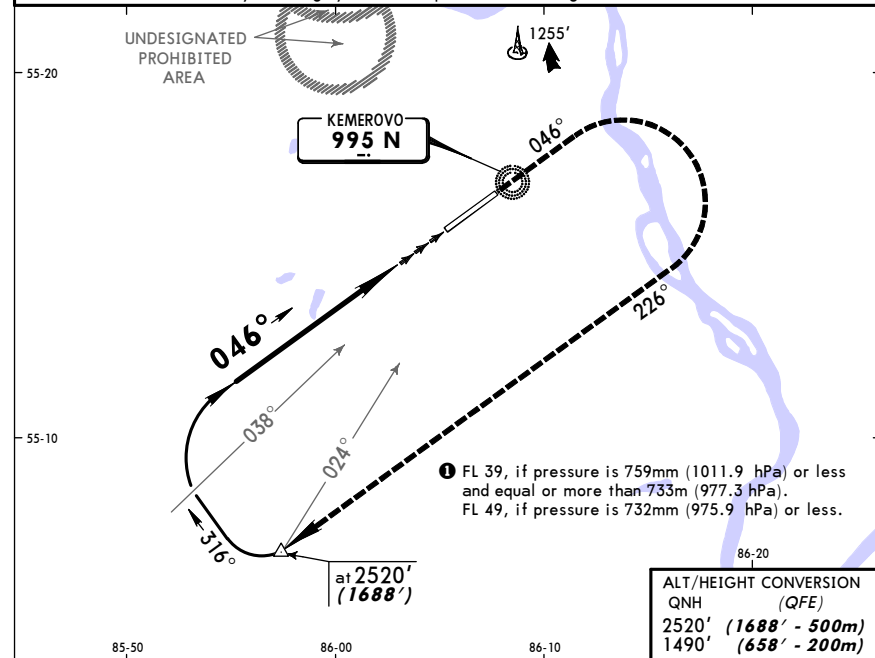


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11 JAN 08 16-1 Eff 17 Jan

KEMEROVO, RUSSIA  
NDB Rwy 05

KEMEROVO Approach (R)			KEMEROVO Start (TWR/GND)		
125.5			118.3		
Lctr N 995	Final Apch Crs 046°	Minimum Alt No FAF	MDA(H) 1680' (848')	Apt Elev 873' RWY 832'	
MISSED APCH: Climb on 046° to 1490' (658'), then turn RIGHT onto 226° climbing to 2520' (1688'), then according to chart.					MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 30 ① Trans alt: 2520' (1688')					
WARNING: Ground Proximity Warning System is subject to functioning.					



								ALS	1490' (658')	on 046°	226°	2520' (1688')
								PAPI			RT	
STRAIGHT-IN LANDING RWY 05												
MDA(H) 1680' (848')												
ALS out												
A	3200m											
B												
C	4000m											
D	4400m											